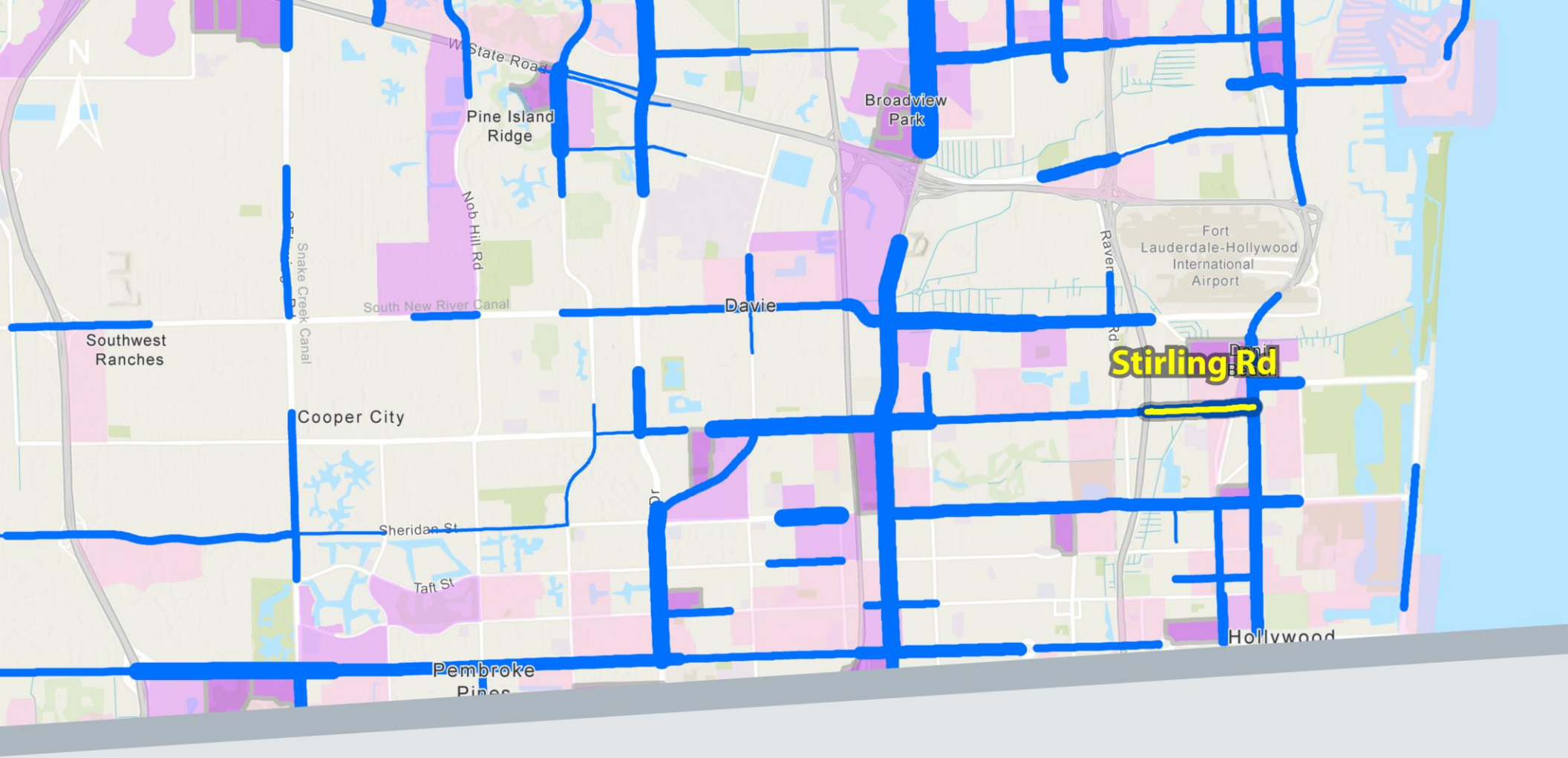




BROWARD REGIONAL COMPREHENSIVE SAFETY ACTION PLAN

Priority Corridor Report

Stirling Road (SR 848): I-95 to US 1/Federal Highway

September 2025

**SAFE STREETS
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CONSULTANT TEAM



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1 CORRIDOR SELECTION AND SAFE SYSTEM APPROACH

Strategy and project selection are key components of a successful Safe Streets and Roads for All (SS4A) Safety Action Plan, as outlined by the Federal Highway Administration (FHWA). The Broward Regional Comprehensive Safety Action Plan (BSAP) strategy and project selection process is grounded in a data-driven prioritization framework. A three-tiered scoring matrix was to identify and prioritize projects within the BSAP, utilizing the High-Injury Network, High-Risk Network, and Demographics Analysis. By using this approach, the Broward region can strategically allocate limited resources to address the most critical needs, thereby advancing our shared regional safety goal of eliminating killed and serious injury (KSI) crashes to zero by the year 2050. Within the Broward Safety Action Plan, eleven corridors were prioritized to move into conceptual design based on prioritization score while also delivering concepts within a mix of context classifications, roadway owners, cities, and number of lanes which did not have any programmed improvements planned.

The eleven priority corridors are:

1. US441/SR7, Davie Boulevard to Sunrise Boulevard
2. Broward Boulevard (SR 842), I-95 to NW 1st Avenue
3. Stirling Road (SR 848), I-95 to US1/Federal Highway
4. NW 31st Avenue, NW 8th Place to McNab Road
5. West Broward Boulevard, Central Park Drive to University Drive
6. NW 19th Street, NW 43rd Terrace to NW 31st Avenue
7. NW 6th Street/Sistrunk Boulevard, NW 27th Avenue to N Andrews Avenue
8. Royal Palm Boulevard, Riverside Drive to US 441/ SR 7
9. Rock Island Road, Southgate Boulevard to Royal Palm Boulevard
10. Taft Street, NW 70th Terrace to US 441/ SR 7
11. SW 10th Street, I-95 to Dixie Highway



This report is prepared to specifically describe the overall conceptual design development process for the Stirling Road (SR 848) Priority Corridor.

1.1 CONCEPT DESIGN PROCESS

Each corridor went through a collaborative, data-driven approach to balance the safety needs with the needs of all the stakeholders. Shown in **Figure 1**, the process initiated in January 2024 and will conclude in November 2025 with amendment to the BMPO Metropolitan Transportation Plan (MTP) to include these corridors. This corridor package includes the design concept, cost estimates, and supporting data to allow programming of these corridors for design and construction.

FIGURE 1: PROJECT CONCEPT DESIGN PROCESS



1.2 DESIGN APPROACH

Conceptual design for 11 BSAP Priority Corridors includes planning level design plans and estimates to create engineering solutions to achieve zero fatalities and serious injuries on our streets using the Safe System Approach. Additionally, FHWA Safe System Roadway Design Hierarchy, 4 Tiers of Improvements, were utilized. Each corridor considered reactive considerations based on crash history, proactive considerations based on risk factors, BSAP focus plan outcomes from the Lighting Safety Action Plan, Rail Safety Action Plan, Midblock Safety Action Plan, Pedestrian and Bicycle Safety Action Plan, School Zone & Bus Stop Safety Action Plan, Technology Safety Action Plan, and Safe Speeds Action Plan. Target Speeds were assigned based on best practices for the context of the corridor. One of the key principles of the Safe System Approach for these designs is “Redundancy is Crucial.”

Each of the corridor concept designs was informed by data to include:

- Corridor Safety Analysis, 2019-2023 Signal Four Analytics Data
- Corridor Demographics Analysis, BMPO Indicators
- Corridor KSI Crash Diagrams, 2019-2023 (Signal Four Analytics Crash Reports)
- Corridor Speed/Volume field counts – weekday and weekend
- Multi-disciplinary Road Safety Assessment
- Initial Public Meeting to understand the public’s safety concerns
- Final Public Meeting to discuss proposed countermeasures
- Two stakeholder review meetings and several rounds of stakeholder review comments

Additionally, the design approach included the following considerations:

- No new right-of-way acquisition
- Initial traffic analysis for lane reassignment, turn lane length reduction, and roundabout feasibility

Three key approaches have been adopted in the Broward Safety Action Plan:

- Speed management is key to reducing severe crashes. Adopted target speeds aligned with context to achieve safer speeds.
- Visibility improvements to reduce severe crashes at night. Improved lighting to meet national best practices, illuminate crosswalks, and adjacent paths/trails to reduce risk.
- Aligned midblock crosswalks with transit stops. Implementation of new midblock crosswalks to align and serve pedestrians using transit to inform vehicular expectations and create spaces for safe crossings.



2 EXISTING CORRIDOR CONDITIONS & SAFETY ANALYSIS

2.1 CORRIDOR OVERVIEW

Stirling Road, from I-95 to Federal Highway/US-1 is a 1.1-mile-long corridor owned and maintained by the Florida Department of Transportation (FDOT); the corridor lies within the City of Dania Beach, Florida. The corridor limits are between the Northbound I-95 ramp terminals (to the west) and Federal Hwy/US-1 (to the east). The entire corridor is within the High-Injury Network and the High-Risk Network. The corridor is a 6-lane facility with raised (16' wide) medians, is classified as a Minor Arterial, and has a posted speed of 45 mph. Efforts to repost the speed limit down to 40 mph will be completed in Fall 2025. The right-of-way varies, with a typical width of 100-ft. The corridor provides attached 5 to 6-foot sidewalks on both sides yet does not provide continuous bicycle lanes throughout the study segment. Based on the FDOT Preliminary Context Classification map, the corridor is classified as C4 (Urban General). Traffic volumes and 85th percentile speed were measured in August 2024 to be between 17,000 (east end) to 39,000 (west end) vehicles per day and 43 mph weekdays/ 44 mph weekends. Traffic data is included in **Appendix D**.

2.2 RELATED PLANS AND PROJECTS

The Low-Stress Multimodal Study has designated Stirling Rd as part of the Broward County Low-Stress Network. This designation is given to a facility designed for all ages and abilities with an emphasis on safe and comfortable low-speed transport. These facilities have the perception and reality of safe travel with less impact from higher-speed motorized vehicles.

City of Dania Beach Future Land Use Map - Comprehensive Plan classifies most of Stirling Rd as Commercial Recreation. Furthermore, the eastern portion of the corridor has been designated part of the Downtown Art District and city plans to display public art strategically to activate the Historic downtown.

2.3 SAFETY ANALYSIS

Using Signal Four Analytics, historical crash data for the most recent five years of data, January 2019 through December 2023, was analyzed. Hard copy police reports were reviewed for all fatal and serious injury crashes (KSI crashes), and the crashes were plotted and summarized in **Figure 2**, **Figure 3**, **Figure 4**, and **Figure 5**. Demographics analysis from 2018-2022 is included in **Figure 6**. During the analysis period, the study segment experienced a total of 745 crashes of which 15 involved a KSI outcome. The most frequent KSI crash types during the analysis period were angle (27%), rear-end crashes (20%), bicycle (13%), left turn (13%), and off-road (13%).

FIGURE 2: CRASH HEATMAP OF ALL CRASHES

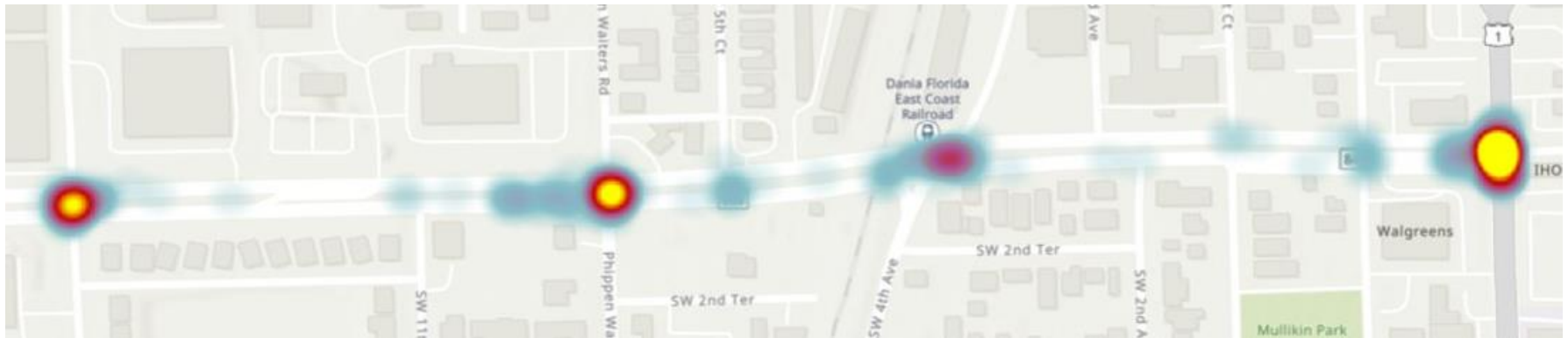
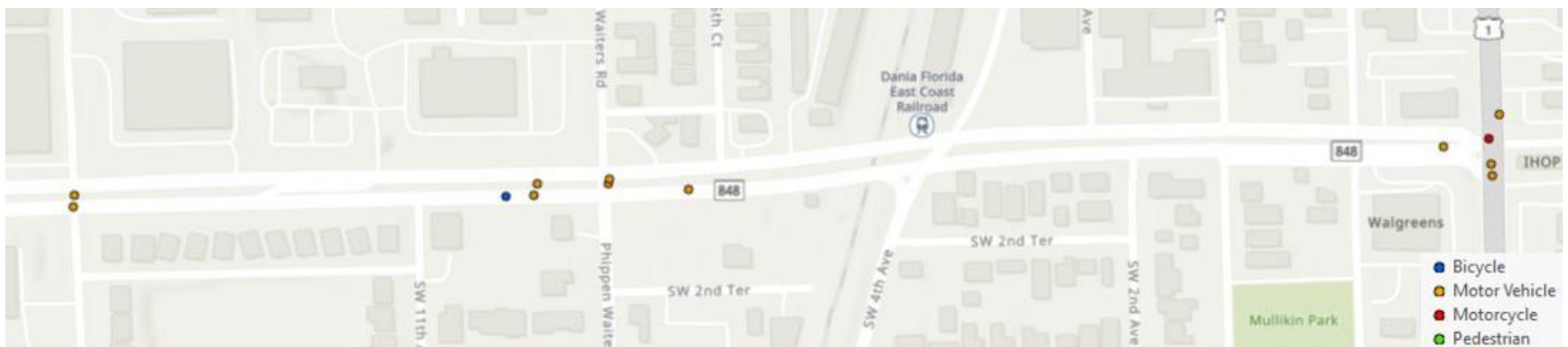


FIGURE 3: KSI CRASHES BY MODE





STIRLING ROAD/ SR 848 I-95 TO US1 CORRIDOR SAFETY ANALYSIS SUMMARY

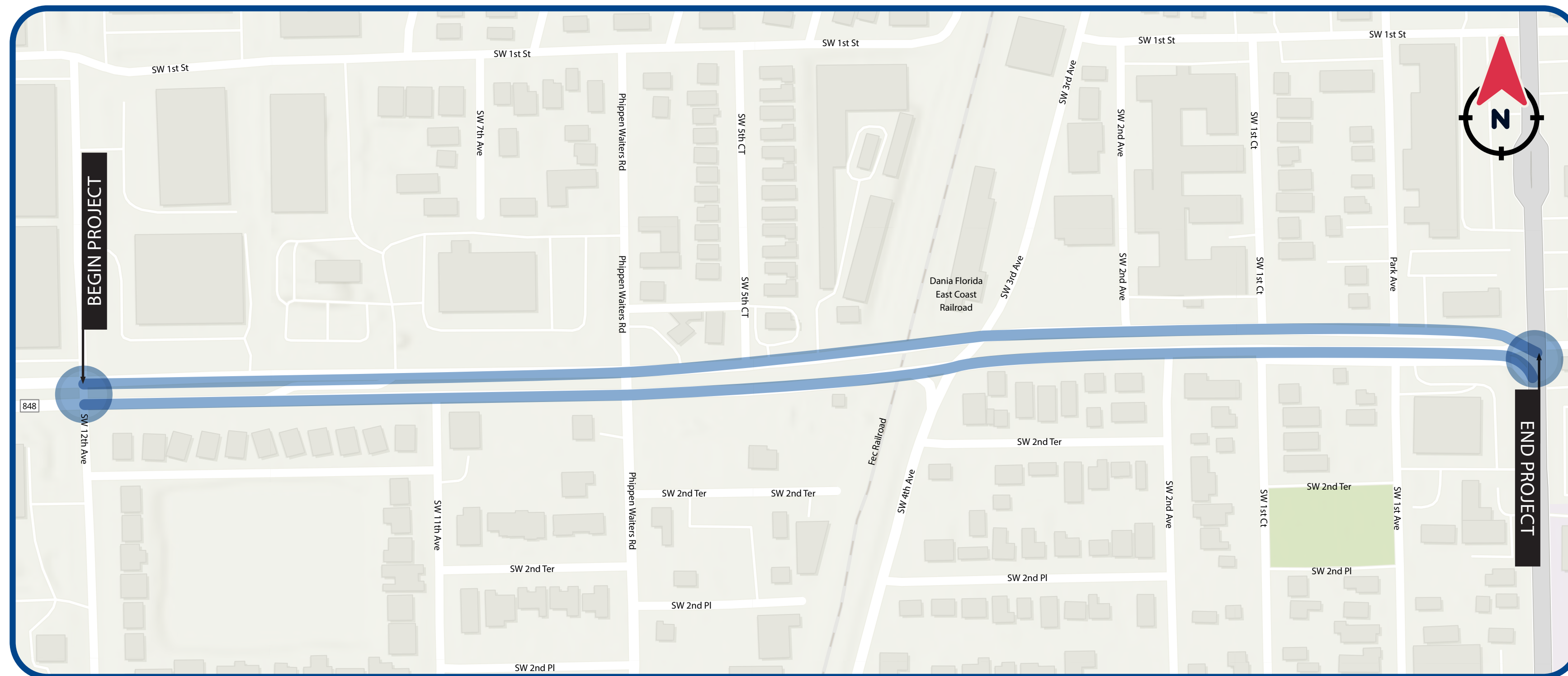


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KSI BY MODE (KSI)
*people involved

1 killed/fatalities



0% pedestrian | 0% bicycle | 100% vehicle

14 serious injuries



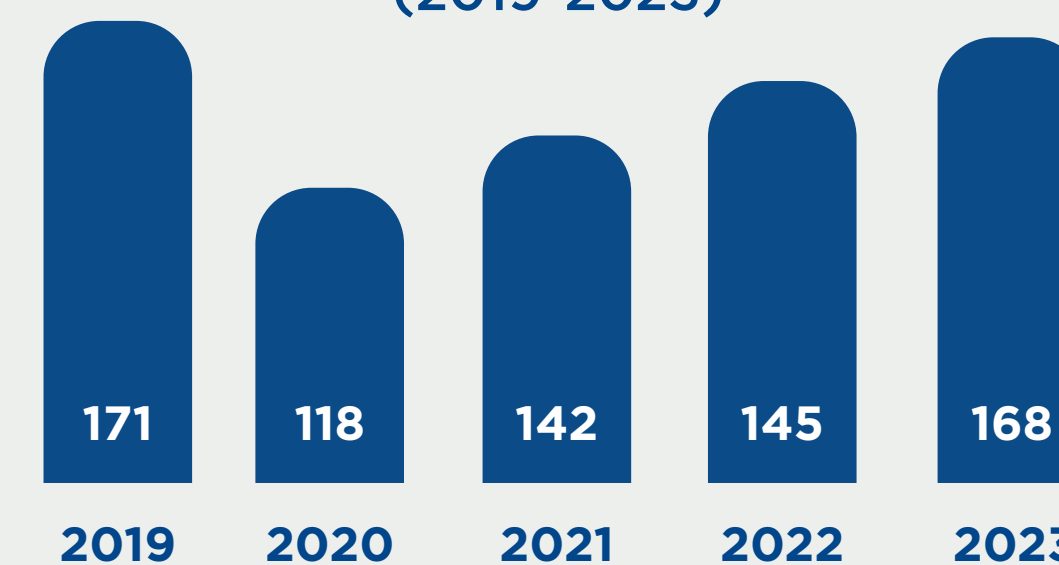
14% Bicycle | 7% pedestrian | 14% motorcyclist | 65% vehicle

Analysis period: 2019-2023

TOTAL CRASHES BY YEAR



(2019-2023)



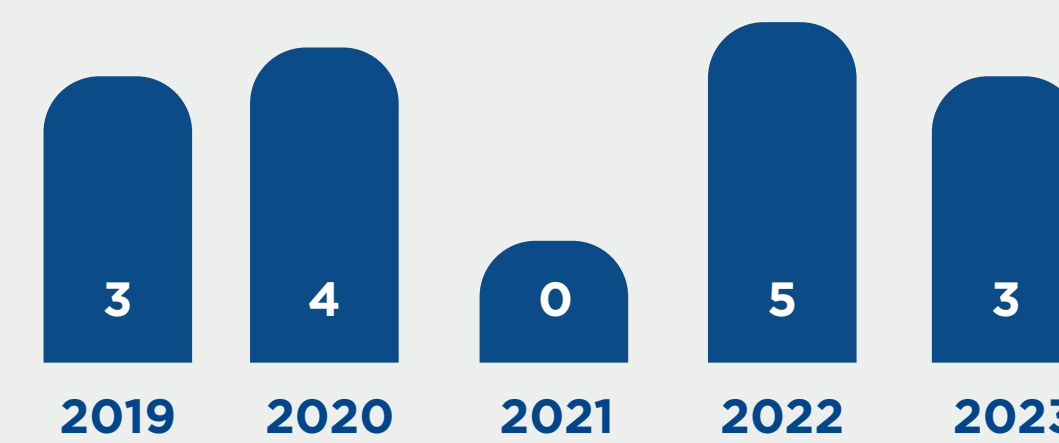
TOTAL ECONOMIC IMPACT*

\$47,810,730.00

KSI PER YEAR



(2019-2023)

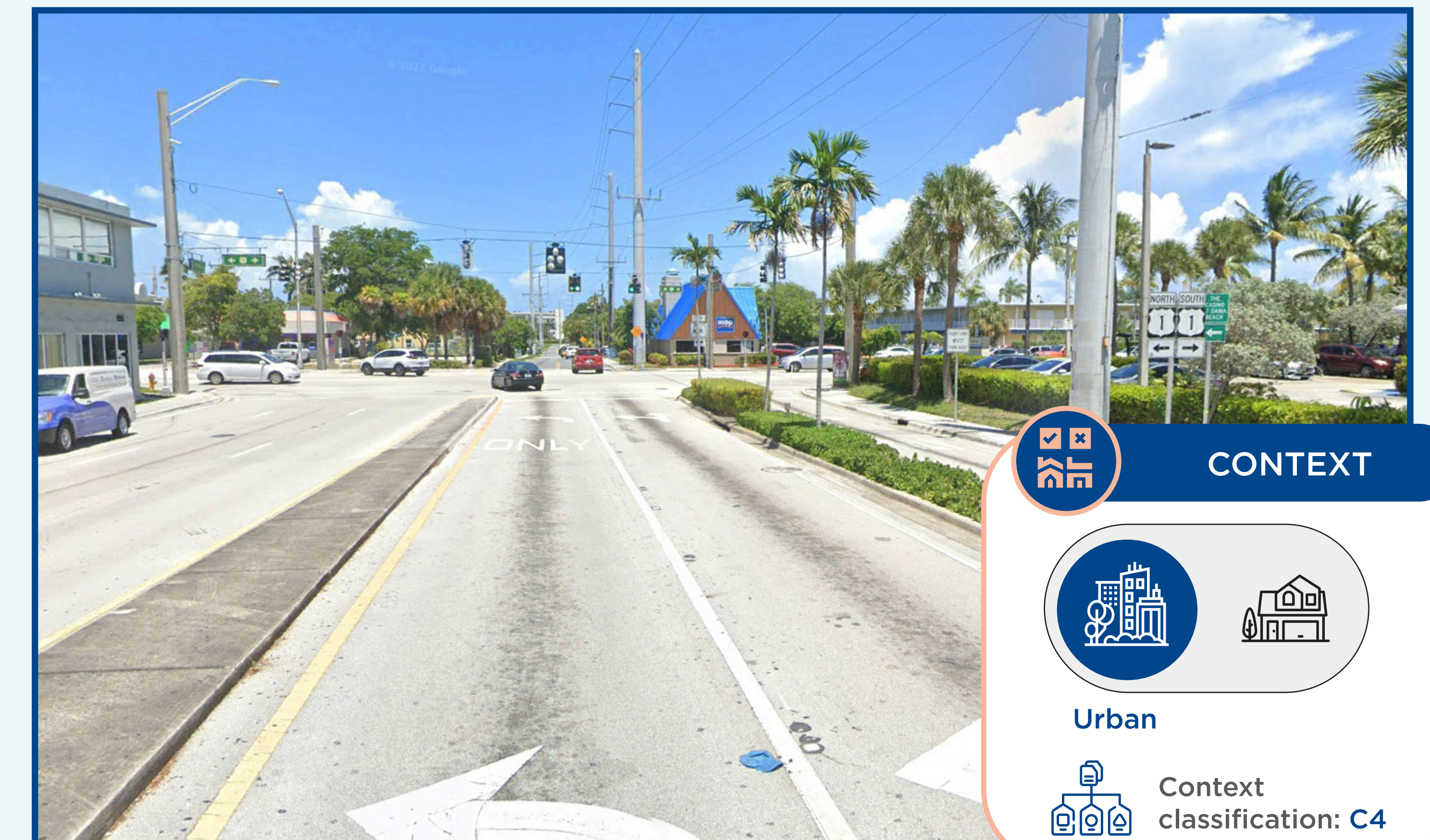


TOTAL ECONOMIC IMPACT*

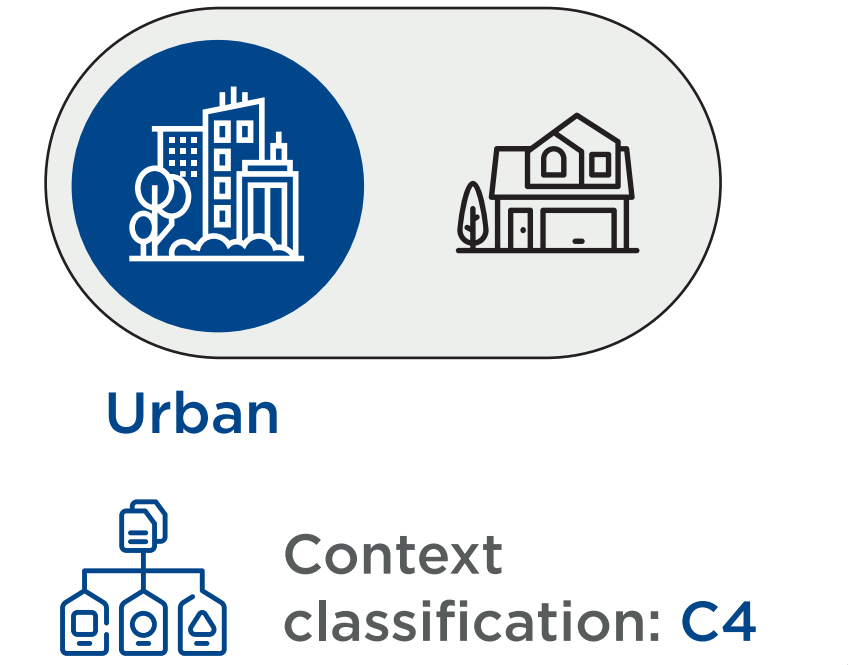
\$23,322,420.00

Analysis period: 2019-2023

Stirling Road/ SR 848: I-95 to US1



CONTEXT



CORRIDOR CHARACTERISTICS

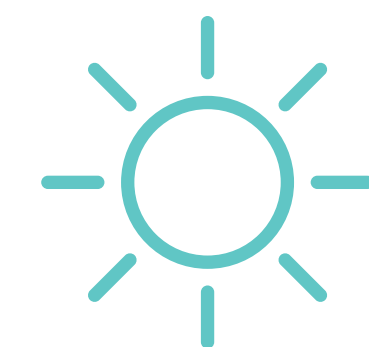
- Number of lanes: 6
- Number of transit stops: 4
- Route number(s): 6,16
- Functional classification: Minor Arterial

TRAFFIC CONDITIONS

- AADT (2023): 17,000 to 39,000 vpd
- Posted Speed: 45 mph
- Weekday Actual Speed (85th Percentile): 43 mph
- Weekend Actual Speed (85th Percentile): 44 mph



WHEN (ALL CRASHES)



Day Crashes
75%



Night Crashes
25%

CRASHES RESULTING IN A KSI

Weekdays



Weekends

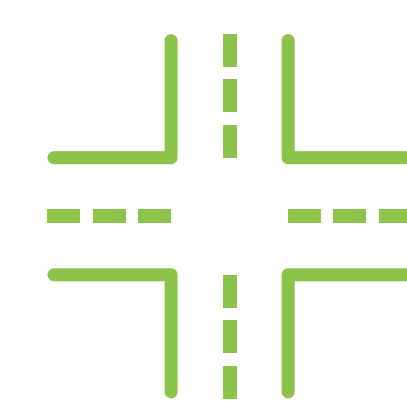


Saturday
2% of crashes resulting in a KSI

Analysis period: 2019-2023



WHERE (ALL CRASHES)



33%
Crashes at intersection

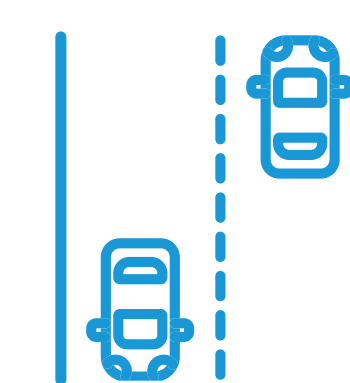
67%
Crashes not at intersection

Analysis period: 2019-2023



POTENTIAL CONTRIBUTING FACTORS (ALL CRASHES)

ENVIRONMENTAL FACTOR



88%
On dry roads



12%
On wet roads

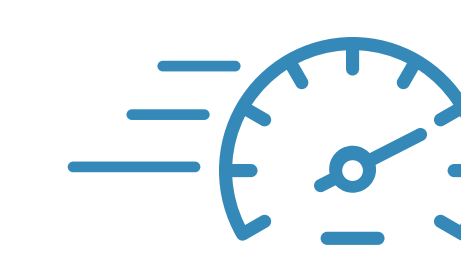
BEHAVIORAL FACTORS



12%
Distracted driving



2%
Alcohol/Drugs



4%
Speeding / Aggressive driving

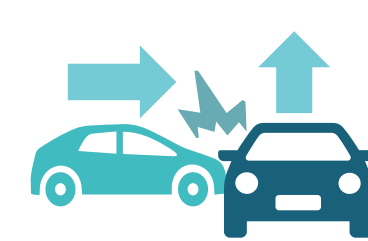
Analysis period: 2019-2023



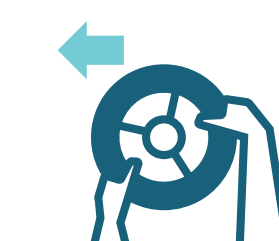
CRASH TYPE (KSI CRASHES)



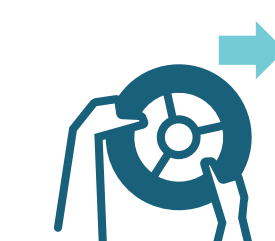
13%
Off Road



27%
Angle



13%
Left Turn



0%
Right Turn



7%
Pedestrian



20%
Rear End



13%
Bicycle



7%
Sideswipe

Analysis period: 2019-2023

* Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts because of the crash, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.



Sources: Crash data: Signal Four Analytics; Speed Data: Field Counts; Economic Data: FDOT KABCO Crash Costs; AADT: FDOT Traffic Online; Context Classification: FDOT Context Classification Map



STIRLING ROAD / SR 848

INTERSTATE 95 TO U.S. 1

KSI Crash Diagram (2019-2023)(Source: Signal Four Analytics)

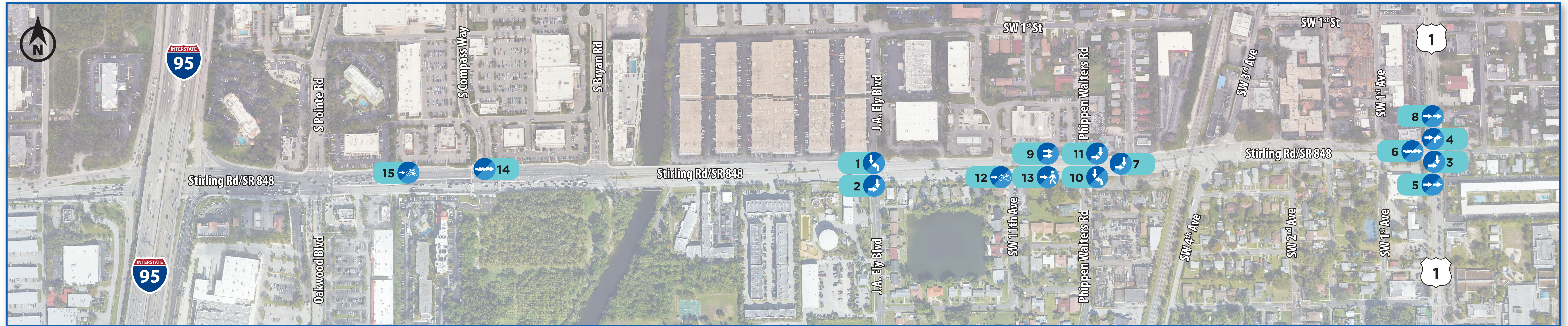


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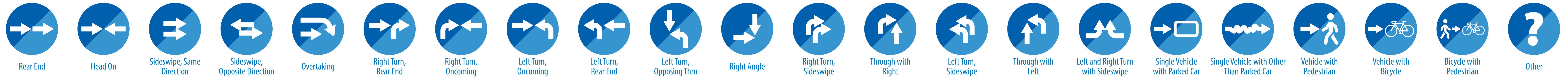
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CRASH TYPES



КСI CRASH NO.	TIME OF CRASH	MODE	SEVERITY OF CRASH	ENVIRONMENTAL FACTORS	BEHAVIOR FACTORS	CRASH TYPE	CRASH SUMMARY
1	9:58 PM	Motor Vehicle	Serious Injury	Night/Dry	HNR		V2 was going East on Stirling Rd and V1 (Jeep) going westbound cut in front of V2 as it was making a U-turn at the intersection striking him. V1 (Jeep) then fled south on SW 12th Ave.
2	12:09 PM	Motor Vehicle	Serious Injury	Day/Dry			V3 was stopped on SB SW 12th Ave waiting until it was safe to turn left onto EB Stirling Rd. During the wait the traffic light was Green and she observed V2 coming NB on SW 12th Ave attempting to crossover Stirling Rd but V1 traveling WB Stirling Rd ran a red light and slammed into V2, Knocking V2 into her vehicle. V1 had no idea what happened and that one minute the light was green and the next minute it was red.
3	9:19 AM	Motor Vehicle	Serious Injury	Day/Dry	AD		V2 was traveling WB on SE 2nd St, at the stop bar, and proceeded with a green light to continue WB on Stirling Rd. V1 (Scooter) was traveling NB on S. Federal Hwy approaching stopped traffic with a red light. V1 (Scooter) Entered the bicycle lane and continued NB to the intersection approaching the red light. V2 Began to proceed WB and V1 ran the red light at the intersection, V1 then struck V2 with the front of V1 and caused V1 Driver to be ejected from the scooter and onto the road.
4	5:49 AM	Motorcycle	Serious Injury	Night/Dry	DD		V1 was stopped at a red light on Stirling Rd. and Federal Hwy facing WB. V1 proceeded to make a right turn into the inner lane of federal Hwy where she was struck in the rear by V2. V1 stated she observed V2 Traveling NB and Miscalculated the distance between her and V2. V2 stated he was traveling NB on Federal Hwy on the inner lane, as he approached the intersection with a green light, V1 made a turn to also head NB. V2 stated V1 turned into the inner lane at which point he was unable to come to a complete stop and ultimately struck the rear of V1. Upon V2 striking V1, V2 was ejected from his motorcycle.
5	4:07 AM	Motor Vehicle	Fatal	Night/Wet			V2 traveling NB on S. Federal Hwy, when V1 Rear ended him. V1 was traveling at high rate of speed.
6	7:53 AM	Motor Vehicle	Serious Injury	Day/Dry			V1 Traveling EB on Stirling Rd in the right, left lane approaching S. Federal Hwy. V1 driver then began to have a medical emergency, what appeared to be a seizure. The medical incident caused V1 to leave the traffic lane and strike a small median lane divider and then coming to a rest against a palm tree.
7	8:59 AM	Motor Vehicle	Serious Injury	Day/Dry			Incident involving a motor vehicle crash involving a box truck and a small Toyota. In final rest position in the EB lane of Stirling Rd. occupying the right lane just east of Phippen Waiters Rd. The Box Truck V1 was in front of the Toyota and had front end damage. The Toyota V2 had heavy right side damage was located just to the left rear of V1.
8	3:47 PM	Motor Vehicle	Serious Injury	Day/Dry			V2 was driving NB on S. Federal Hwy in the left through lane. V1 was also traveling NB on S. Federal Hwy. as traffic began to slow down the driver of V2 stated she felt a bump in the rear.

КСI CRASH NO.	TIME OF CRASH	MODE	SEVERITY OF CRASH	ENVIRONMENTAL FACTORS	BEHAVIOR FACTORS	CRASH TYPE	CRASH SUMMARY
9	12:03 PM	Motor Vehicle	Serious Injury	Day/Dry			V2 was WB Stirling Rd when all of a sudden V1 changed lanes into his path of travel causing a collision. V1 stated that all she remembers is changing lanes and her vehicle began to spin around. Witness observed that both vehicles WB Stirling Rd. V2 far left and V1 middle lane. He advised that once they crossed over Phippen-waiters Rd V1 went to change into V2 lane but ended up colliding with V2 because it was speeding in order to beat the light.
10	12:01 PM	Motor Vehicle	Serious Injury	Day/Dry			V2 was driving EB on Stirling Rd and as he approached Phippen waiters Rd, V1 made a U-Turn from WB Stirling Rd Directly into his path of travel. V1 reported that he didn't see V2 as he began his U-turn and that's why the collision occurred.
11	12:17 PM	Motor Vehicle	Serious Injury	Day/Dry			a. V2 stated she was traveling NB on Phippen-Waiters Rd Crossing over Stirling Rd on a Green Light when all of a sudden V1 traveling WB slammed into her vehicle. V1 stated she was traveling WB Stirling Rd. and stated "I assumed I had the green light because the other vehicles were still going and that other car ran into me."
12	5:21 PM	Bicycle	Serious Injury	Day/Dry			V1 was about two cars ahead traveling EB on Stirling Rd in the right straight lane. The bicyclist was also traveling EB on Stirling Rd in the right straight lane just ahead of V1. The bicyclist suddenly darted to the left into the path of V1 and was struck. The Bicyclist collided with the front of V1 as well as the windshield and was thrown from the bicycle to the ground.
13	10:45 PM	Pedestrian	Serious Injury	Night/Dry			V1 was traveling EB on the far left lane of Stirling Rd and was approaching the intersection of Phippen-Waiters Rd, he observed a pedestrian abruptly run into the flow of traffic. V1 then stated that he had to veer his vehicle to the right in attempt to avoid hitting the pedestrian, but was not able to and struck the pedestrian. Witness advised that he in fact observed the pedestrian abruptly run into the flow of traffic while V1 had the right of way.
14	11:05 AM	Motorcycle	Serious Injury	Day/Dry			Vehicle 1 (v1) was travelling westbound on the left-hand lane on Stirling Road. While passing SW 25th Avenue, v1 lost control and collided with the median. The vehicle landed facing eastbound on the west-bound lane and the driver was ejected and landed on the Eastbound lanes.
15	8:55 AM	Bicycle	Serious Injury	Day/Wet			V1 driver failed to yield right-of-way when entering the crosswalk and disregarded the pedestrian traffic signal when entering Stirling Rd and struck the Bicyclist.



STIRLING ROAD

Corridor Demographics and Areas of Persistent Poverty



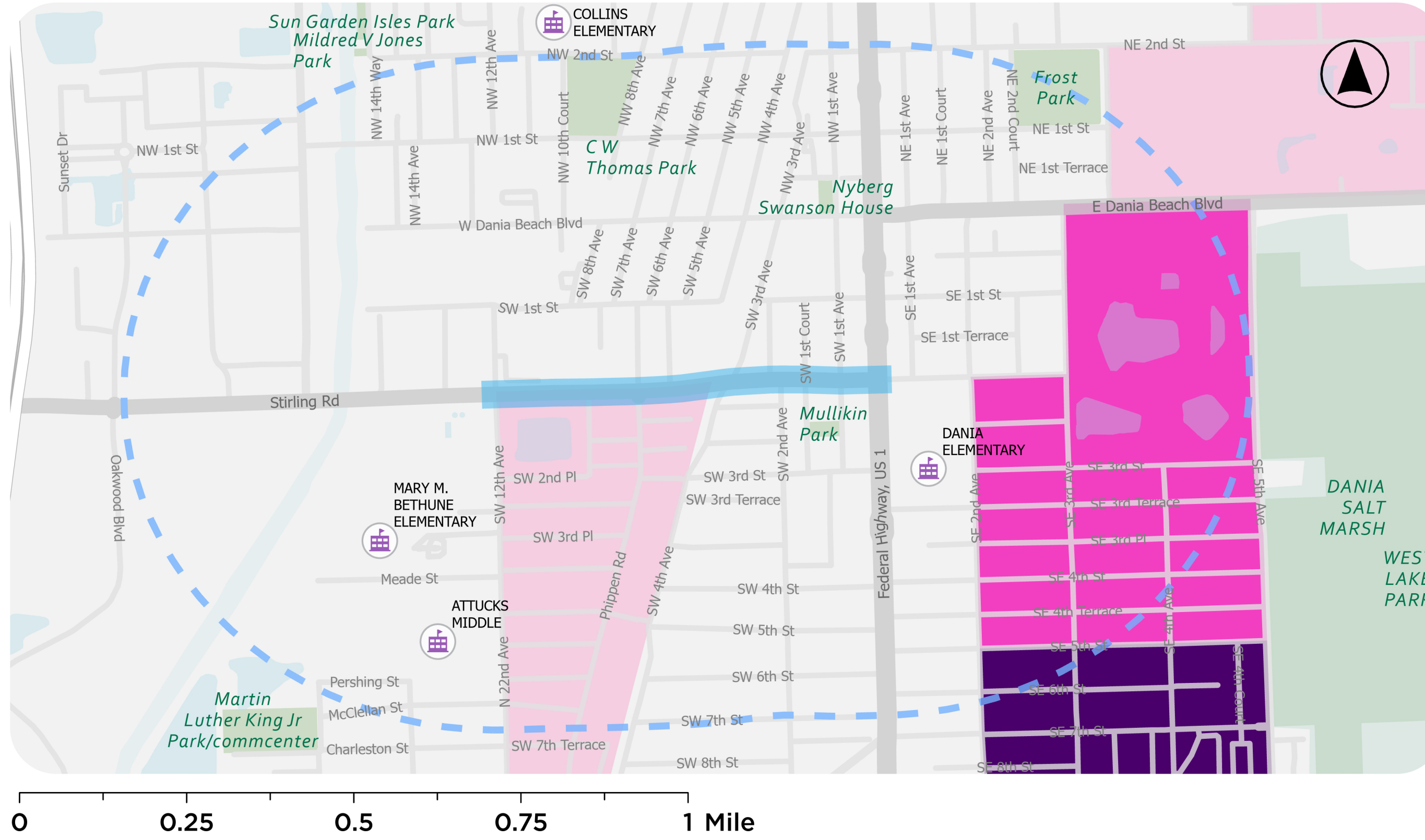
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POPULATION AGES 65 & OLDER



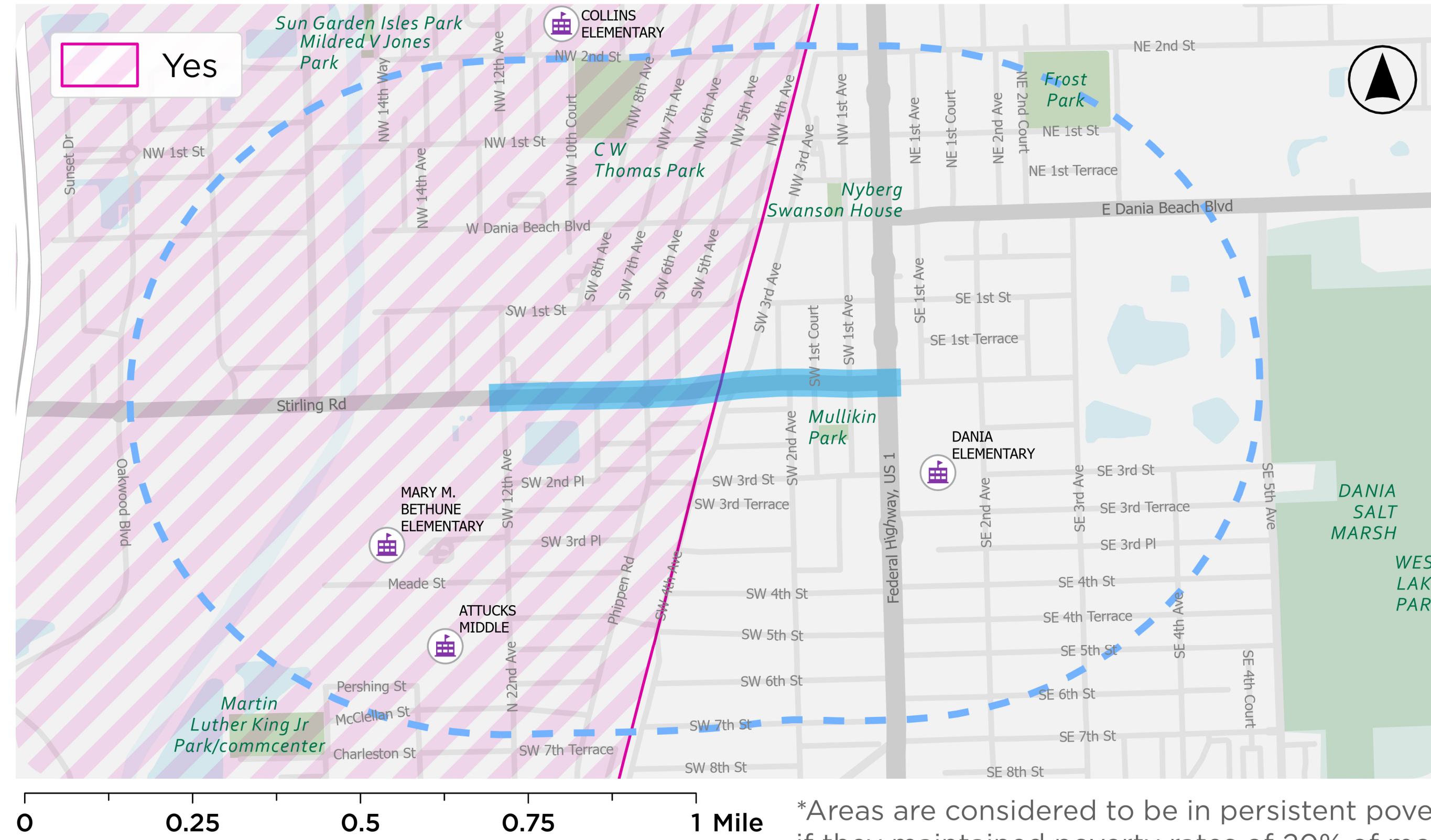
YOUTH AGES 10 TO 17 YEARS



BELOW POVERTY POPULATION



AREAS OF PERSISTENT POVERTY*



*Areas are considered to be in persistent poverty if they maintained poverty rates of 20% or more for the past 30 years. (U.S. Census Bureau)

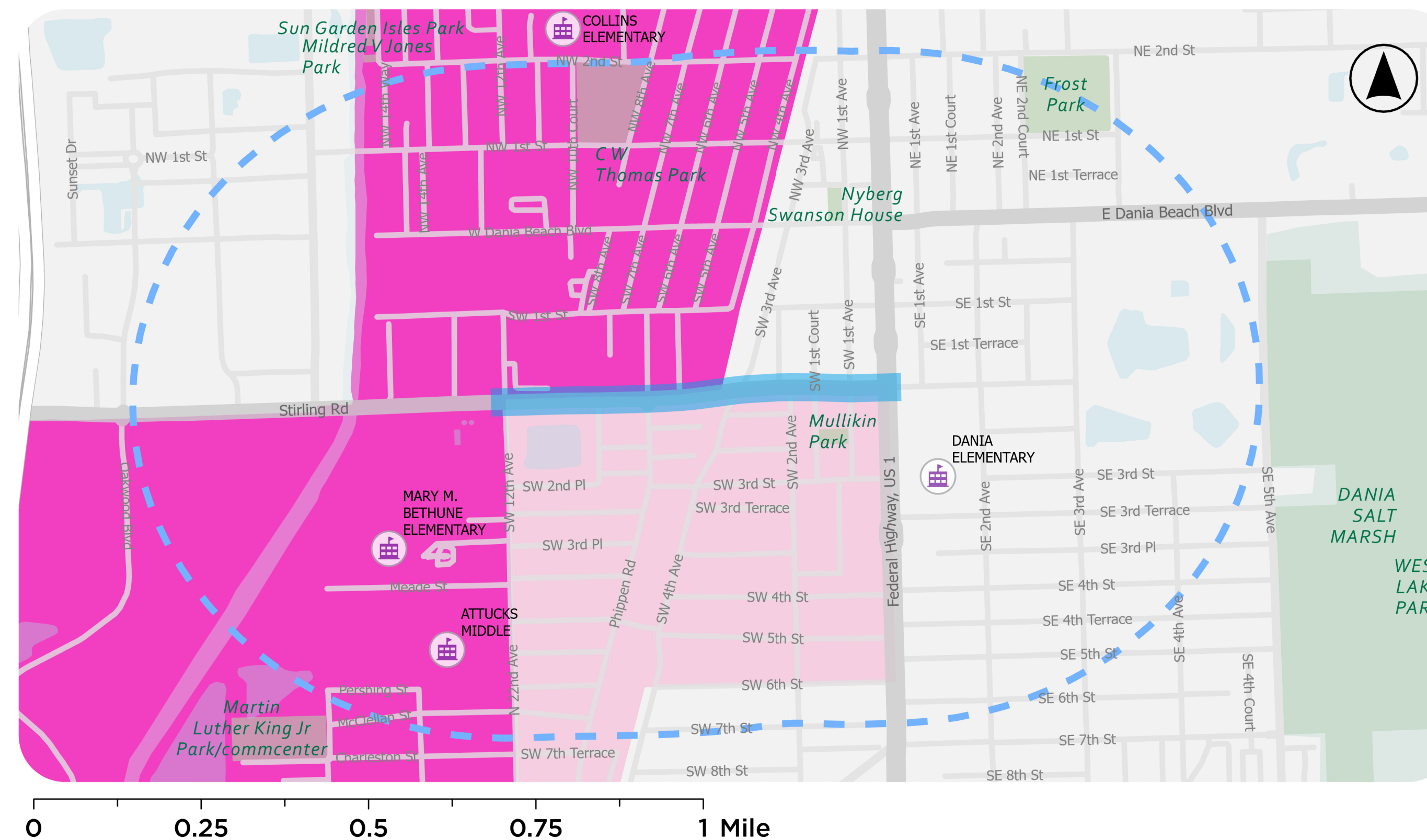
ETHNIC MINORITY



PEOPLE WITH DISABILITIES



RACIAL MINORITY



DEMOGRAPHICS

Concentration

- Very High
- High
- Medium
- Low



POINTS OF INTEREST

- Colleges and Universities
- Public Schools
- Hospitals



PROJECT

- Project Corridor
- Half Mile Buffer Around Corridor



ROADWAYS

- Interstates
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

About the Maps

The demographic analysis identifies block groups with low, medium, high, and very high concentrations of populations for each of the seven demographic indicators.

The purpose of the demographic analysis is to inform the development of recommendations addressing the needs of communities. Comparing a variety of indicators shows the kind and depth of needs a project corridor might have when it comes to traffic safety.

Sources: US Census 2022 ACS, SS4A Underserved Communities Tool, Broward County GeoHub, BSAP Roadway Centerline Network.

Read more at SafeStreets4Broward.org

3 AGENCY AND PUBLIC INVOLVEMENT

3.1 ROAD SAFETY ASSESSMENT

A corridor specific Road Safety Assessment (RSA) was completed on October 9, 2024 to document deficiencies that impact safety and mobility along the corridor. The RSA, through its collaborative and on-the-ground nature with a multi-disciplinary team of practitioners, is intended to reveal issues and opportunities that may not be otherwise evident through traditional data collection methods. Field materials were provided ahead of the RSA to include a summary of crashes, prompt lists and questions, and aerial maps. Following a briefing on the RSA goals and safety protocols, participants split into two groups to walk the study segment, pausing at numerous locations to discuss observations and insights. The RSA was completed on a typical weekday, so the findings are understood to represent a snapshot of the typical travel patterns and user behavior. The stakeholders that attended the RSA included:

- City of Dania Beach Planning Department
- City of Dania Beach Public Works Department
- Broward County Traffic Engineering Department
- Broward County Mobility Advancement Program
- Broward MPO
- FDOT District Four Safety Office
- Broward County Transit
- FDOT District Four Design Office
- Consultant Team

All materials and notes from the Road Safety Assessment are included in **Appendix A**.



Broward Safety Action Plan (BSAP)

Below are issues highlighted and discussed during the RSA but do not capture every possible observation.

Sidewalks: Attached five-foot sidewalks were in good condition along both sides of the street, but some were in need of repair. The sidewalks narrow to minimum widths in areas to include utilities, light poles, and/or overgrown vegetation. Participants reported feeling like the effective width of the sidewalk was narrower than five feet due to their proximity to adjacent travel lanes.

Bicycle Facilities: Only a few new developments along the north side of Stirling Road have added on-street bike lanes leaving most of the corridor with none. During the RSA, one person was observed riding in the street and a few were observed riding on the sidewalk in both directions with pedestrians having to move out of the way to allow bicyclists to pass.

Crosswalks: Crosswalks are only provided at signalized intersections which range from 600 feet to 1300 feet between crossings. During the RSA pedestrians were observed crossing midblock.

Lighting: Lighting fixtures are provided only along the north side of Stirling Road corridor with many areas not appearing to be adequately lit and several areas along the segment where light fixtures are provided but light bulbs are out.

Railroad Crossing SW 4th Avenue: The FEC Railroad tracks are approximately 100 feet west of SW 4th Avenue intersection. Due to the elevation difference and close proximity to the tracks, some motorists find it difficult to understand stopping location, see signal heads, or see lane striping in this area.

Pavement Markings and signage: Lack of high visibility crosswalk pavement markings was observed at many intersections and signs were observed to be faded.



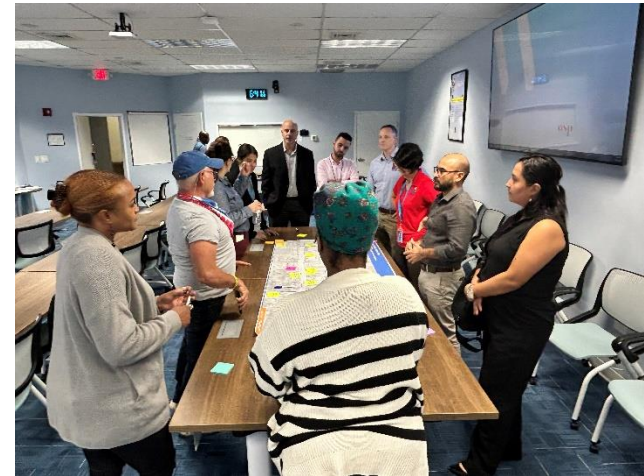
3.2 INITIAL PUBLIC MEETING

An initial public meeting was held on Thursday, October 24, 2024 at the Dania Beach City Hall in the City of Dania Beach, FL. The purpose of this meeting was to share the project intent, goals, and opportunities with the communities along NW 31st Avenue and to hear directly from them about their safety concerns in the corridor. The meeting was held from 6:00 PM to 7:30 PM. A 15-minute presentation included an overview of the project opportunity, safety education, safety analysis, how to stay involved in the project, and a request for comments from attendees. Following the presentation, attendees were invited to share safety concerns at specific locations which were marked and noted on large aerial maps. Attendees were provided with three ways to share comments- comment cards, verbal comments added to maps on sticky notes or adding them to the website map online.

This meeting was attended by 5 people plus City, County, FDOT, and BMPO staff. Summary of public comments include:

- Need for pedestrian refugees, raised crosswalks, and improved bus shelters to access Dania Pointe.
- High speeds and increased traffic at Dania Pointe.
- Additional lighting is needed especially in residential portion of corridor east of Dania Pointe.
- Sidewalks are narrow and need more crosswalks on the corridor.
- Extreme heat is a concern, so we need more trees for shade.
- Pedestrian and cyclists' safety concerns especially are close to the schools.
- Need better signage, signal timing, and speed cameras to decrease pedestrian wait times.

All initial public meeting materials are included in **Appendix B**.



3.3 STAKEHOLDER COORDINATION

Three stakeholder coordination meetings were held for each priority corridor in addition to the public meetings to include:

1. **Corridor Kick-off Meeting (August 2024):** This initial meeting brought together all the stakeholders associated with the corridor to discuss the goals of the Broward Safety Action Plan to create a safer corridor. The discussion included an overview of the Safe System Approach, existing transportation infrastructure review, corridor crash analysis, and corridor demographic analysis. The project schedule was presented along with the expected project deliverables.
2. **Countermeasures Map Discussion #1 (November 2024)** This second meeting of project stakeholders followed the public meeting and road safety assessment to review the outcomes within those two events and present the initial proposed safety countermeasures. Proposed countermeasures at specific locations along the corridor were presented for review and discussion. Countermeasures were presented as to how they address the issues observed in the road safety assessment, safety concerns gathered from the public meeting, or issues analyzed through crash analysis and crash diagrams. Following this meeting, the information discussed was provided to all the stakeholders for a review period of two weeks.
3. **Countermeasure Map Discussion #2 (December 2024)** Meeting included a summary of the comments received from stakeholders and a review of the updates to the proposed countermeasures based on the previous meeting. Further clarification of the proposed countermeasures was discussed as well as the process to present the concepts to the public in Spring 2025.

Following these three meetings, the proposed priority corridor concept design was completed. Prior to the final public meeting in February 2025, concept designs were shared with all stakeholders for further review and comment opportunity. Stakeholder comments were provided and integrated into the final corridor concept design included in Chapter 4.

Stakeholders will work directly with the Broward MPO staff to integrate this priority corridor into the 2050 Metropolitan Transportation Plan (MTP) in Fall 2025 to support further design and implementation of these safety concepts.

3.4 FINAL PUBLIC MEETING

The final public meeting for this priority corridor was held on Tuesday, February 18, 2025, at Dania Beach City Hall in City of Dania Beach, FL. This meeting focused on presenting the corridor safety improvements to meet the safety needs identified through safety data analysis and public safety concerns. The meeting was held from 6:00 PM to 7:30 PM. A 15-minute presentation included an overview of the crash statistics, the design approach to redundant layers of safety, a review of the major findings of BSAP, a review of the initial public meeting comments and a request for comments from attendees. Following the presentation, project leaders presented the proposed improvements within a design roll plot of the corridor and requested feedback and comments. Attendees were provided with three ways to share comments- comment cards, verbal comments added to maps on sticky notes or adding them to the website map online. The materials presented at the meeting included:

- Project overview presentation
- Preliminary Safety Corridor Concept Roll Plot
- Corridor Safety Analysis Board
- Safety Countermeasures Boards with over 40 safety countermeasures presented (**Appendix E**)
- Proposed Typical Section Board

This meeting was attended by 8 people plus City, County, FDOT, and BMPO staff. Safety information pamphlets and safety bracelets, bike lights, and reflective bags were provided to attendees.

All final public meeting materials are included in **Appendix C**.



4 BSAP CORRIDOR RECOMMENDATIONS

Based on the analysis of existing conditions along the corridor, the project team identified several opportunities and constraints to consider in the development of recommendations. Safety countermeasures evaluated are included in Appendix E.

4.1 CORRIDOR OPPORTUNITIES AND CONSTRAINTS

Several opportunities were identified for considerations to improve safety for all modes of transportation:

- Travel speeds along the corridor can be better managed through roadway design elements aiming at a target speed of 35 mph on the west, and then 30 MPH on the east starting at Bryan Rd.
- Context Classification C4 Urban General, existing to remain.
- Need separated bike lanes, wider paths, and wider sidewalks. Address unsafe walking conditions and lack of bike lanes.
- Add and relocate bus stops for better access, including additional mid-block crossings. High transit usage due to Dania Pointe Shopping Center. People cross the street to access stores, and there's significant pedestrian activity and nearby attractions. Need for pedestrian refuge, raised crosswalks, and improved bus shelters.
- Address high-speed right turns, reduce turn radius, and reduce long crossing distances.
- Improve lighting, especially at wide intersections.
- Address signal visibility issue at W. 3rd Avenue.
- Propose enhanced safety measures in school zones and residential areas.
- Plant trees to provide shade and address extreme heat.
- Traffic analysis completed at the intersection of US1 included in **Appendix D**.

The study corridor also has some existing design constraints to be considered:

- The corridor right of way is restricted, and built out, with back of sidewalk at right of way limits.
- Drainage and utility conflicts existing along the corridor will need to be considered in future project phase.

4.2 CORRIDOR DESIGN CONCEPT

The concept plan was developed based on design principles that should be carried through to the design phase of the project. These principles are based on Safe System best practices as of the development of this concept plan (2025). Depending on the timing of the design phase and construction, more recent best practice documents should be consulted to determine if modifications from the concept plan should be considered in consultation with FDOT. The following are the general design principles utilized for developing the proposed concept for Stirling Road:

- **Remove Severe Conflicts:** Eliminate the most severe conflicts between road users, such as providing dedicated facilities for each user group or relocating a utility pole.
- **Manage Vehicular Speeds:** Reduce the speed of vehicles to align with the context of the roadway, the hazards, and conflicts between roadway users; includes horizontal and vertical deflection elements.
- **Manage Conflicts in Time:** Where conflicts cannot be removed, can they be separated in time, through signal timing strategies or providing dedicated space for other roadway users.
- **Increase Attentiveness and Awareness:** Where conflicts cannot be removed, increase attentiveness, and improve the visibility between road users and road hazards.
- **Implement Enforcing Features to Slow Traffic:** Similar to managing vehicular speeds, these are roadway features that help enforce the desired speed, like speed feedback signs.

The recommendations developed as part of this project are intended to be implemented in two phases: 1) **Short Term** which will allow the community to enjoy some of the benefits of safety measures immediately, while building enthusiasm and support for more permanent infrastructure; and 2) **Long Term Phase** which will build upon the recommendations implemented in the Short-Term phase to provide a safer, more comfortable street for all users.

The recommendations developed as part of this concept were first presented to Broward MPO, Broward County and the stakeholder agencies for review as outlined in Chapter 3.3. Based on the feedback received from the reviewing agencies, the recommendations were revised and presented to the community for feedback in the final public meeting held on **February 18, 2025**. While there was mixed feedback on certain elements of the plan, most people expressed support for the addition of separated bike facilities and the traffic calming elements along the corridor to slow people driving to provide a safer environment for people walking, biking, and using transit. A preliminary lane repurposing feasibility memo was completed for the eastern portion of corridor and included in **Appendix D**. Based on the feedback received from the community and discussions with Broward County and Broward MPO staff, a revised alternative was developed. **Table 1** and **Table 2** summarize

the recommendations from the revised alternative. Some of the recommendations will require additional study during the design phase and coordination with FDOT to ensure compliance with the latest procedures and standards.

TABLE 1: SHORT TERM RECOMMENDATIONS

The lead agency for all recommendations is FDOT District 4 unless otherwise noted.

LOCATION	RECOMMENDATION	INTENDED BENEFIT
Corridor-wide	Upgrade existing lighting to LED	Improves visibility and awareness
Corridor-wide	In-lane speed limit markings	Improves awareness
Corridor-wide	Speed Feedback Sign*	Increases awareness, reduces speeds, increases compliance
Corridor-wide	High Visibility Crosswalk Markings	Improves visibility and awareness
Corridor-wide	Signal Back Plates	Improves visibility and awareness
Corridor-wide	Leading Pedestrian Interval	Improves visibility and awareness
Corridor-wide	Signal Timing to Reduce Speeding	Reduces speeding to reduce severe conflicts in time
Compass Way	School Zone Speed Camera*	Reduces speeding. Increases awareness.
SW 3rd Avenue	Dynamic Rail Envelope	Improves visibility and awareness

*Noted recommendations to be led by the City of Dania Beach in collaboration with FDOT District 4.

TABLE 2: LONG TERM RECOMMENDATIONS

The lead agency for all recommendations is FDOT District 4 unless otherwise noted.

LOCATION	RECOMMENDATION	INTENDED BENEFIT
Corridor-wide	Reduce posted speed to 35 and 30 MPH	Reduces speeding. Increases awareness (*Reduction should be supported by design and timing improvements to achieve target
Corridor-wide	Street Trees*	Creates perception of narrower roadway to decrease speeds. Vertical barrier between vehicles and pedestrians.
Corridor-wide	New Light Poles (per latest FDM)	Improves visibility and awareness
Corridor-wide	Shared Use Path (Urban Side Path)	Separation of modes to reduce severe conflicts
Compass Way	Median/Pedestrian Refuge	Vertical separation from vehicles. Allows greater time to cross, one direction at a time
S Pointe Drive	Median/Pedestrian Refuge	Vertical separation from vehicles. Allows greater time to cross, one direction at a time
	Tighten Curb Returns & Add High Visibility Crosswalk	Reduces speeding of turning vehicles. Reduces crossing distance for pedestrians.
S Bryan Road	Raised Intersection	Reduces speeding, Increases awareness within intersection.
	Protected Intersection	Manages severe conflicts. Manages turning vehicle speeds.
East of S Bryan Road	Raised Crosswalk	Reduces travel speeds approaching pedestrian crossing to create safer crossings conditions. Increase visibility for pedestrians.
	Pedestrian Signal	Separates crossing in time. Creates improved awareness and compliance

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LOCATION	RECOMMENDATION	INTENDED BENEFIT
Between S Bryan Road and S Federal Highway	Lane Repurposing	Improves mobility, reduces speeding, separates modes, reallocates space to other modes
	Lane Narrowing (W of S Bryan Rd)	Reduces speeding. Increases awareness
J.A Ely Boulevard	Raised Intersection	Reduces speeding, Increases awareness within intersection.
	Tighten Curb Returns & Add High Visibility Crosswalk	Reduces speeding of turning vehicles. Reduces crossing distance for pedestrians.
	Protected Intersection	Manages severe conflicts. Manages turning vehicle speeds.
SW 11th Avenue	Raised Crosswalk	Reduces travel speeds approaching pedestrian crossing to create safer crossings conditions. Increases visibility for pedestrians.
	Pedestrian Signal	Separates crossing in time. Creates improved awareness and compliance
Phippen Road Waiters Road	Raised Intersection	Reduces speeding, Increases awareness within intersection.
	Tighten Curb Returns & Add High Visibility Crosswalk	Reduces speeding of turning vehicles. Reduces crossing distance for pedestrians.
	Protected Intersection	Manages severe conflicts. Manages turning vehicle speeds.
	Median/Pedestrian Refuge	Vertical separation from vehicles. Allows greater time to cross, one direction at a time
	Tighten Curb Returns & Add High Visibility Crosswalk	Reduces speeding of turning vehicles. Reduces crossing distance for pedestrians.
East of SW 1st Court	Pedestrian Signal	Separates crossing in time. Creates improved awareness and compliance
S Federal Highway	Protected Intersection (half)	Manages severe conflicts. Manages turning vehicle speeds.

*Noted recommendations to be led by the City of Dania Beach in collaboration with FDOT District 4.